

## A. S. WATSON & CO., LTD.

Wine & Spirit Merchants  
ESTABLISHED 74 YEARS  
Agents for

MESSRS.  
W. & A. GILBEY'S  
WINE & SPIRITS.

MESSRS.  
JOHN DEWAR & SON'S  
SCOTCH WHISKY.

MESSRS.  
JOHN JEFFREY & CO'S.  
PILSENER BEER.

### SPORTS AT THE FRONT.

Indians' Wonderful Riding.

British Headquarters, May 30.

Perhaps the strangest scene that has been witnessed in Flanders since the war broke out to take place this afternoon (says an *Evening Standard* dated June 1) on a broad plain some miles behind the firing line, where some of the Indian regiments at the front held a gymkhana. The war was forgotten for a few hours—though over the blue hills in the distance the usual evening cannonade was going on, and the sole object of all there, Englishmen and Indians alike, was enjoyment.

The programme included tent-pegging, running races, jumping, wrestling, the V.C. race, trick riding, races for the village girls and boys, and, last but not least, the sack race. All the men entered into the spirit of the competitions with the greatest zest, and in many of them considerable skill was shown. The sack race was, as usual, the cause of much merriment. It was open to both "Tommys" and Indians, and some of the latter showed themselves quite expert at what must have been to them a somewhat unaccustomed mode of progression. One of the prizes in this event was, in fact, captured by a native.

Undoubtedly the most interesting event of the afternoon was the trick-riding by selected members of the Indian cavalry. Though they have not had any opportunity of practice for nearly a year, the feats performed and the agility with which they were carried out were astounding. The men seemed to be fastened to their fiery steeds. Nothing could shake them off. Every feat was accompanied by a great deal of shouting and the firing of many revolvers. Men passed standing erect on the saddle with the horse going at full gallop. They rode on their heads, they rode backwards, and sideways, bent down and picked objects off the ground, with one leg crooked round the saddle, and performed a multitude of other similar feats with an ease and dexterity marvellous to the onlooker. In one event a couple of lances were set a race on the ground, and a few yards further on two pigs were fixed. Two riders came thundering down the course, picked up the lances, skillfully impaled the pigs in the exact centre, and rode off with them at the tip of their lances, amid wild acclamations from their fellow soldiers. As a final feat all the competitors in this event rode down the course at full gallop, standing on their horses and firing off their revolvers. The fitness of the Indian war—both of men and horses—was amply demonstrated. The keen faces and agile movements of the Indians was only equalled by the sleek appearance of their steeds, which seemed ready for any amount of hard work. All to whom I spoke were keenly desirous of getting to grips with the enemy. As one native officer remarked, "How can I return home to my village with none of my company wounded?" This sentence is illustrative of the spirit of our native soldiers.

### KRUPPS STEEL INGOTS.

A British Method.

An interesting story of how Krupps are using a British process for the manufacture of their iron guns was told by Professor John Oliver Arnold, of Sheffield University, at the R. Y. Institute yesterday. He said that he was sorry to have to confess it, but shortly before the war he was dining with the managing director of Krupps, who told him that they were making steel ingots weighing 110 tons for guns by the crucible process evolved 175 years ago by an Englishman—Benjamin Huntsman. Neither the Germans nor the Americans could produce the Sheffield white crucible, however. That was a secret handed down from father to son in Sheffield. In the North of England they were making ingots weighing 150 tons, and there were 12,000 tons pressing in queer out armour plate like cheese.

### LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health shows your assimilation powers are decreasing.

### WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Price: \$1.25 and \$2.25

## BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**  
Forgings Castings and Repairs  
PUMPS INJECTORS AND ENGINEERS STORES  
SHIPPED TO ORDER.

Write for Prices  
**W. S. BAILEY & Co., Ltd.**  
ENGINEERS and SHIPBUILDERS  
Sole Agents for KELVIN MOTORS.  
STEAM LAUNCH FOR SALE OR HIRE.

**LEE YEE'S**  
HAIR DRESSING SALOON.  
Electric Facial Massage with  
Massage Cream, Perfumes,  
By  
EXPERIENCED HAND  
Novels, Magazines,  
Ladies' Fashion Books and  
Toilet Requisites.  
12, D'Aguiar Street.  
Hongkong, July 5, 1915

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

##### WEEK DAY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

**WEEK END.**  
8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

##### SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

**NIGHT CARS** as on Week Days.

##### WEDNESDAY.

Extra Car at 12 midnight.

**SPECIAL CARS** by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.

JOHN D. HUMPHREYS & SON  
General Managers.

## PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents,

HONGKONG, CANTON,

SHANGHAI AND

HON KOW.

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARD

WARE MERCHANTS, Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shipbuilders. Nos. 38 and

37, Elmwood Street, (East Street, west of

Central Market) Telephone No. 615.

Hongkong, September 4, 1914.

### SIEN TING

Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation.

## HOTELS

### KINGSCLEERE HOTEL, HONGKONG.

UNRIVALED position in the Hill

district, overlooking the Botanical

Gardens and facing the Harbour.

Extensive quiet Suites with luxuriously

fitted Bathrooms, Telephones and Electric

Fans.

Telephones in Bedrooms and Sitting-rooms

throughout.

Telephone No. 1123.

Cable Address: "Sachals."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908.

### KING EDWARD HOTEL

Central Location.

ALL Electric Trains Pass Entrance.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA."

FRANK L. COOKE,

Manager.

## CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries,

Root and Shoes

Makers of Jewellery, Lacquered

Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to

order by our own tailors.

Large assortment of Chinese Silks and

Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &

Hongkong to buy Chinese and Foreign

Goods.

SUP PAT POO STREET.

TEL. No. 1406.

CANTON and

Nos. 237, 239, Des Voeux Road

and No. 191, Cross Street Road Central.

TEL. No. 811.

Hongkong.

### NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE WRITTEN THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUND at 31st December, 1913,

£23,422,185.

I—Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid up Capital £2,437,500

II—First Funds £3,984,111

III—Life & Annuity Funds £5,182,160

Sinking Fund Account £30,513

£23,561,368

Revenue First Branch £567,168

Life and Annuity 1,173,360

Branches 1,173,360

Revenue Marine Department 225,692

Other Receipts 430,198

£2,393,318

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN TOMES & CO.

Agents.

### FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

If you have lost your appetite, one of

the best variety of dairy dishes at the

AMENDABLE CAFE is sure to tempt

you.

## BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.**  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDRERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 727' x 83' x 34'6"  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 160 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK." Telephone No. 813.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

## ALEXANDRA CAFE.

## BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unexcelled for location, cuisine, banquette atmosphere and mod—up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENGUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOMF."

## THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP

At the foot of the Peak, overlooking the Harbour.

First-class FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Bar.

Roof Garden.

Terms—From 8/- per day Max.

Telegraph Add: "Peak."

P. O. FEUSTER,

Manager.

## GRAND HOTEL

FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within

the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine

under European Supervision. A First Class string Orchestra renders selections from

6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

Manager.

TELEGRAPHIC ADDRESS "COMFORT."

## BUSINESS NOTICES.

**GREEN ISLAND CEMENT CO., LD.**  
**Portland Cement**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

### EFFERVESCENT SALINE

For purifying the Blood

and cooling the System.

REFRESHING, INVIGORATING.

Price \$1.00 per bottle.

Prickly Heat Lotion,

Prickly Heat Powder.

## THE VICTORIA DISPENSARY.

32, Queen's Road Central

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.







**Hughes and Hough**  
 Auctioneers to the Government  
 AND ADMIRALTY.  
 General Auctioneers  
 AND  
 Share, Coal and  
 General Brokers.  
 PROPRIETORS  
**"TO-KWA-WAN"**  
**COAL STORAGE.**  
 Codes used  
 A.B.C. 4th & 5th EDITIONS.  
 AL TELEGRAPHIC CODE.  
 Telegraphic Address  
 MEIRION HONGKONG.

**PUBLIC AUCTION**  
 THE Undersigned have received instructions to sell by Public Auction, on  
**FRIDAY,**  
 the 9th July, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Lee Yee Yee Road, Corner of Ice House Street,  
 A QUANTITY OF  
**VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c.,**  
 As follows:—  
**TEAKWOOD.**—Sofas, Chesterfield Sofas and Chairs (New), Bedroom Suites, Dining Room Furniture, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., &c.  
**BLACKWOOD.**—Cabinets, Chairs, Flower Stands, Brackets, Marble-top Tables, Card Tables, Stools, Photo Frames, &c., &c.  
 Also  
 Dinner Services and Crockery Ware, Cutlery, Crockery Ware, Carpets and Rugs, Glass and E.P. Ware, Electric Reading Lamps, &c., &c., and Two Pianos.  
 And  
 One New and Complete Encyclopedia Britannica, 2 Rubber Tyred Rickshaws (in good condition). A LARGE QUANTITY OF FONGEE SILK TO BE SOLD IN SMALL LOTS. Croquet Set, and Lawn Bowls.  
 Catalogues will be issued.  
 Terms—Cash.  
**HUGHES & HOUGH,**  
 Auctioneers.  
 Hongkong, July 5, 1915. 533

**PUBLIC AUCTION**  
 THE Undersigned have received instructions from THE LIQUIDATORS OF THE CHINA MANILA STEAMSHIP CO., LTD., to sell by Public Auction, on  
**SATURDAY,**  
 the 10th July, 1915, at 11 a.m., at their Sales Rooms, No. 8, Lee Yee Yee Road, Corner of Ice House Street,  
 A QUANTITY OF  
**LINEN, ELECTRO-PLATE, CROCKERY WARE, &c., &c., &c.**  
 As follows:—  
 Table Linen, Serviettes, Large and Small Towels, Pillow Slips and Sheets, Glass and Pottery (China, &c., new). An Assortment of Electro-Plated Goods, Glass Ware, &c.  
 And  
 A Large Quantity of Crockery Ware, Compartment Plates of all Sizes, Dishes, Tureens, Teas and Coffee Pots, Egg Cups, Tea and Coffee Cups and Saucers, Hot Water Jugs, &c., &c., &c.  
 Terms—Cash.  
**HUGHES & HOUGH,**  
 Auctioneers.  
 Hongkong, July 1, 1915. 575

THE Undersigned have received instructions to sell (for account of the undersigned) at their Sales Rooms, No. 8, Lee Yee Yee Road, Corner of Ice House Street, —  
 One Grand Piano by  
 John Broadwood & Sons,  
 One Boudoir Grand Piano by  
 Brinsford & Sons  
 in good condition.  
 Full Particulars from the Undersigned.  
 Terms—As usual.  
**HUGHES & HOUGH,**  
 Auctioneers.  
 Hongkong, May 20, 1915. 449

If you happen to be late your sale will be conducted by and promptly served by the same. Only at the ALEXANDRA CAFE.

## MERCHANT MARINE AND ACTIVE SERVICE.

During the month of May no fewer than 80 Merchant Officers have, through the medium of the Imperial Merchant Service Guild, obtained Commissions in the Royal Naval Reserve; one has obtained a Commission in the Army Service Corps whilst six are serving as Lieutenants in the Royal Engineers. The Guild regret the loss recently of the following members:—

Lieut. J. J. Jones-Parry, R.N.R., killed in action in the Dardanelles. Lance Corporal A. J. Paulsen, Cameron Highlanders, killed in action in Flanders.  
 Midshipman Jno. S. Griffiths, R.N.R., died from wounds received in action in Eastern Mediterranean.  
 Sub-Lieut. J. C. Roe, R.N.R., lost in H.M.S. "Princess Irene."  
 Lieut. W. T. Dale, R.N.R., H.M.S. "Adamant" died at the General Hospital "Alexandria."

The Guild have sent a telegram of sympathy to Lord Muskerry on the death of his youngest son the Hon. C. Fitzmaurice Deane-Morgan, Temporary Assistant Engineer who lost his life in the "Princess Irene" disaster. Lord Muskerry has for many years been the recognised champion in Parliament of the interests of merchant seafarers and is a leading member of the Parliamentary Committee of the Guild.

The following members of the Guild have recently distinguished themselves:—Acting-Lieut. Reginald W. Lawrence, R.N.R., of "Rosemount" Marine Parade, Leigh on Sea, who, with Lieut. Commander E. C. Boyle, R.N., and Lieut. E. G. Stanley, R.N., was serving on submarine E. 14, which, on her passage to the Sea of Marmara, sank a Turkish gun-boat and in the Sea of Marmara itself, sank successively a transport, a gun-boat, and a very large transport full of troops. Finally she compelled a small steamer to run herself aground. Altogether, she was occupied on this business for some twenty days. The Admiral at the Dardanelles stated that it was impossible to do full justice to this great achievement. The V. C. has been bestowed upon Lieut. Commander Boyle and the D. S. C. upon Lieutenants Stanley and Lawrence.

Lieut. Robt. Brown, R.N.R., is serving on submarine E. 11 under Lieut. Commander Martin E. Naughton, R.N., which has just done considerable damage, getting as far as Constantinople where she discharged a torpedo at a transport alongside the Arsenal. Arising out of the torpedo attack on the transport "Wayfarer" owned by Messrs. T. and J. Harrison, the following occurs in an Army Order just issued:—

"The Secretary of State for War cannot close this order without expressing his admiration of the coolness and courage of Captain David G. Cowrie and the officers and crew of the transport 'Wayfarer'."

Another member is Lieut. A. C. Brooke Webb, R.N.R., who when serving in H.M.S. "Triumph" took part in the blowing up of submarine E. 15 after she had gone ashore at Repheze Point and was likely to become a valuable prize in the hands of the Turks. The Commander of the volunteer force which undertook this work was promoted on the spot, and the Admiralty are dealing with the question of awards to the other Officers and men.

1. Officer whose pay is £10 a month.—To this pay will be added a victualling allowance of 3s. a day bringing the total pay up to £174 a year. The amount of the compensation paid into Court is assumed to be £300. The widow's pension will be £. s. d. 1/3rd of the £174 ..... 58. — Less the value of the Annuity which could be purchased with the £300 paid into Court ..... 13. 17. 9.

2. Seaman whose pay is £3 10s. 0d. a month.—To this pay will be added a victualling allowance of 1s. 6d. a day, bringing the total pay up to £93 a year. The amount of the compensation paid into Court is assumed to be £232. 10s. The widow's pension will be £. s. d. 1/3rd of the £93 ..... 31. 0. 0. Less the value of the Annuity which could be purchased with the £232. 10s. paid into Court ..... 10. 15. 3.

3. The widow will therefore receive the £300 paid into Court, and until death or re-marriage £44. 2. 3d. a year.

4. The widow will therefore receive the £232. 10s. paid into Court, and until death or re-marriage £20. 2. 9d. a year.

**Quality.**  
 With Lea & Perrins' sauce, a few drops sprinkled over the meat, fish or cheese, &c., are all that is required to impart the most delicious piquancy and flavour.  
 The QUALITY and concentration of its ingredients makes a little of this sauce go a long way.  
  
 The Original and Genuine  
 WORCESTERSHIRE.

5. Fireman whose pay is £6. 10s. a month.—To this pay will be added a victualling allowance of 1s. 6d. a day, bringing the total pay up to £105. a year. The amount of compensation paid into Court is assumed to be £262. 10s.

The widow's pension will be £. s. d. 1/3rd of £105 ..... 35. — Less the value of the Annuity which could be purchased with the £262. 10s. paid into Court ..... 12. 3. 1.

The widow will therefore receive the £262. 10s. paid into Court, and until death or re-marriage £22. 10. 11d. a year.

The children's allowances up to the age of 16 are in addition to these pensions. On the earnings given the allowance in respect of each child of the officer would be 1/24th of the pay, that is £7. 5s. a year, whilst the allowance in respect of each child of the seaman and fireman would be the minimum of £6. 10s. a year.

Officers and engineers earning upwards of £230 per annum are not covered by the Workmen's Compensation Act, and therefore the widow's pension will amount to 1/24th of their pay. For example, if the Officer's pay is £18 a month there will be added a victualling allowance of 3s. a day, bringing the total pay up to £270 a year.

The widow's pension will be £90 a year, and the allowance to each child until the age of 16 will be £11. 5s. 0d. a year.

## GERMAN'S RELEASE.

### OFFICER'S AMAZING NARRATIVE.

#### Re-Arrest Order Came Too Late.

The public will remember the case of Baron Werner von Ow-Wachendorf, a lieutenant in the German Army, who was released from a British prison though he was of military age and though he announced that he meant to fight for the Fatherland. The excuse given in his case was that he was a consular official and was exchanged against Mr. Grant Watson.

No such excuse can be offered for the release of another German officer who has been so good as to tell the world about his escape. This is Bruno Schmitt-Beder, major in the German Reserve, and his story is set forth in a pamphlet which has just been published in Berlin under the title "A War-Prisoner in England." One of the most remarkable features of this little work is that it contains a number of photographs of the detention camp at Dorchester. Their appearance suggests the question: How was it that a prisoner was permitted to take with him photographs or negatives? Even if these which he publishes are harmless, what security is there that he had not others which would be of service to the enemy?

The major was captured in the Hamburg-American steamer "Potsdam" off the Lizard, shortly after the declaration of war, and was placed in Dorchester camp. He tells this very extraordinary story of the manner in which his release was effected, suggesting that German sympathisers aided him to escape.  
 "I was liberated by a telegraphic order from the War Office. I must for the time being preserve silence as to the manner in which this order was obtained. The slightest indiscretion on this head would have painful consequences for some of my benefactors and the gratitude I owe them would be badly repaid."  
 "I was instructed to get a ticket from London via Folkestone to Rotterdam from an agency. This took some time. In the meanwhile the commander of the camp went via London to receive instructions as to the removal of certain prisoners."

When you tell to provide your family with a little of Chamberlain's Colic, Cholera and Diarrhoea Remedy, at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose of this remedy will clear the bowels, and prevent any serious illness. It is a safe and reliable remedy for all children and householders.

from Dorchester. His assistant, Captain M., was on his way out to Egypt, and had not been replaced. Thus there was no British officer at the camp on the day of my release.

Lucky for me. That was very lucky for me, as I was not asked to sign a declaration promising not to take arms against Great Britain. On December 8th I was given a sergeant's guard, and this man accompanied me to the boat. I was met by Lord G. at Waterloo Station. He expressed surprise at seeing me, as he said that the order for my release had already been revoked on the ground that Germany had not maintained reciprocity in her release of British prisoners.

If the major's story is true, such was the carelessness of the authorities that he was able to reach the boat. The usual formalities were relaxed in his case; at Victoria Station he was not searched—which may account for the photographs, but does not redound to the credit of the British secret service.  
 "At Folkestone," proceeds the major, "I almost despaired. The official in charge had not received from the Home Office the order permitting me to pass. I knew that if the commander of the camp got back from London and saw that my release had been cancelled he would immediately communicate with the authorities at Folkestone, and my freedom would be short-lived."

With the aid of a finger-print which had been taken at Bow-street and which he declared was a pass, and helped by the assertions of the sergeant in charge of him he got on board the boat and escaped by a few hours the order for his arrest. The narrative reads like the truth, but the public has the right to know whether the facts were as stated.

## THE KING'S TRIBUTE TO THE MERCHANT SERVICE.

His Majesty having signified to Lord Muskerry that he would graciously be prepared to accept it, a specially prepared formal copy of the last Annual Report of the work of the Imperial Merchant Service Guild has been forwarded by his Lordship to the King of Buckingham Palace.

Lord Stamfordham in his reply to Lord Muskerry states that he is commanded by his Majesty to convey to the members of the Guild the expression of his Majesty's best thanks for this interesting record. Lord Stamfordham further adds:—

"The King realises what magnificent work has been done by the brave Officers and crews of his Merchant Service during the past months of war."

## MERCHANT MARINE SERVICE AND LORD KITCHENER.

The following Resolution was unanimously adopted at the last Meeting of the Management Committee of the Imperial Merchant Service Guild, which is the great representative body of the Captains and Officers of the British Merchant Service. Lord Kitchener has been acquainted of its terms:—

"That the Imperial Merchant Service Guild hereby express their unwavering loyalty to, and complete and unqualified confidence in Lord Kitchener, Secretary of State for War."

## DON'T NEGLECT YOUR FAMILY.

When you fail to provide your family with a little of Chamberlain's Colic, Cholera and Diarrhoea Remedy, at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose of this remedy will clear the bowels, and prevent any serious illness. It is a safe and reliable remedy for all children and householders.

## MERCHANT MARINE SERVICE AND THE WAR.

### COMPENSATION FOR DEPENDENTS.

The Imperial Merchant Service Guild have just received from the Board of Trade an official intimation of the Government Scheme for payment of compensation in the event of a Captain, Officer, or seaman of a British Merchant Ship being killed or injured owing to hostilities. The rates of compensation will be paid in accordance with the Admiralty scale for Fleet Auxiliaries. If the crew are employed and paid by the owners of the vessel the compensation will be administered by the War Risks Association. In the case of any vessels not entered in any War Risks Association, the Liverpool and London War Risks Insurance Association have undertaken to administer compensation. If it is not known in what Association the vessel has been entered, information can be obtained from the owners or from the Board of Trade. Applications sent to the Board of Trade will at once be forwarded to the proper quarter.

The Scheme provided for the satisfaction in full of all legal rights now existing under the Workmen's Compensation Act. It also secures to the claimant the excess of the value of benefits calculated in accordance with the Admiralty Scheme of pensions and allowances to Officers and men not in receipt of Naval pay over the value of the benefits to which the claimant is entitled under the Workmen's Compensation Act or otherwise.

The Scheme will be administered by the Committees of the War Risks Associations, upon which the Admiralty and the Board of Trade are represented, so as to provide, from the two sources, pensions and allowances equal to those payable under the Admiralty Scheme. Speaking generally the pensions and allowances payable under the Admiralty Scheme are as under:—

1. In cases of injury or disablement resulting in total incapacity 3/4th of pay; and the proportionate allowances will be made if the injury or disablement has only impaired, but not destroyed, the earning capacity of the injured man.
2. In cases of death the widow's pension is 1/3rd of the pay with a minimum of £26 per annum and such pension is payable until death or re-marriage. A child's allowance is 1/24th of pay with a minimum of £3. 10s. per annum, and such allowance is payable until the child attains the age of 16. This allowance will not normally be paid in respect of more than four children in any one family, but where the only dependents of a deceased officer or seaman are children, special provision is made.
3. The pay upon which the pensions and allowances are to be calculated will be the rates ruling six months before the outbreak of the War, that is, the rates ruling in February, 1914. An allowance on account of victualling will be added in cases in which a free mess was allowed in addition to pay.

The disablement allowances payable under the Scheme are substantially above those payable under the Workmen's Compensation Act. Therefore the payment of the allowances under the Scheme will be in satisfaction of all claims under the Act.

In ascertaining the pension payable to a widow, or the allowances to be made in respect of the children, the amount of compensation payable under the Act will have to be taken into account.

In the case of widows this will be done by calculating, in accordance with the Post Office Tables, the amount of the annuity which could be purchased for the lump sum which is payable by way of compensation under the Act. If the amount of the annuity so purchasable be less than the pension payable under the Admiralty Scheme then the difference will be paid to the claimant as an annuity and the lump sum will be paid into Court.

The compensation payable under the Act need not be invested in an annuity. It will, following the present practice, be paid into the County Court, and it will be applied under the direction of the Judge, for the benefit of the widow.

Upon this basis the amount of pension the widow will receive in addition to the compensation payable under the Act will of necessity depend on the age of the widow. The older the widow is the larger will be the annuity that could be purchased with the compensation money and therefore the smaller will be the pension payable under the Scheme.

The Federal Executive Council at Melbourne, on May 28, approved of the scheme, passed by the court martial, including the rank and dishonouring the Defence Force of Lieutenant General William Moore, who was killed at Gallipoli, and who was charged with the command of the 1st Australian Division, having previously held the rank of Major-General. The scheme was approved by the Federal Executive Council at Melbourne, on May 28, approved of the scheme, passed by the court martial, including the rank and dishonouring the Defence Force of Lieutenant General William Moore, who was killed at Gallipoli, and who was charged with the command of the 1st Australian Division, having previously held the rank of Major-General.

## BRITISH PRISONERS IN GERMANY.

FROM time immemorial Prisoners of War have evoked pity and sympathy. The agony and humiliation of the British Prisoners must be indescribably acute and galling. But from that state of suffering there can be no redress, it being part of the fortunes of War, but the lack of comforts and food stands in a different category. This want will grow in volume and intensity as the days go by.

As a result of an official organisation having been created recently to carry parcels to the British Prisoners in Germany, favouring proper transmission through a neutral carrier, the "KHAKI" Magazine, of Imperial House, Kingsway, London, has started a Fund to supply food and comforts for those who have no relatives or friends to look after them; as it is known that these poor fellows are not getting a proper supply of food.

An Appeal is made to you for TEN DOLLARS only, as there are so many demands made upon you in other directions. This money will go for the direct benefit of the Prisoners, as there is no cost of transmission and no waste of any description, information having been established showing the kind of food and clothing etc., which can be sent without confiscation by the German Government.

This Appeal should get a large response as there is no other Fund which deals with this particular condition.

The "KHAKI" Magazine and Cabled News Sheet was created primarily as a gift for the Overseas Soldiers, bringing them late news from their homes. It is now supplying, free of charge, in addition to the Soldiers at the Front and in Training, the various Hospitals in England and France, as well as the Grand Old Fleet. It is a purely patriotic endeavour and in no way commercial.

When the "KHAKI" Magazine was founded, amongst the many who gave their support and expressions of goodwill for the work it had undertaken were:—

The Duke of Wellington, K.C.	The Duke of Manchester,
The First Lord of the Admiralty,	Courtesy of Zealand,
Lady Leven	Mrs. Leopold de Rothschild,
Lieut-Gen. Sir Robert Baden-Powell, K.C.V.O.	
The Rt. Hon. Austen Chamberlain, P.C., M.P.	Earl of Essex,
Lord Desborough	Viscount Milner,
Viscount Bryce	Lord Willoughby de Broke,
Lord Willoughby de Broke	Earl of Kintore,
Earl of Kintore	Sir William Bull,
Sir William Bull	The Rt. Hon. Sir Charles Johnston, Lord Mayor of London,
The Rt. Hon. Sir Charles Johnston, Lord Mayor of London,	The Rt. Hon. J. E. Rayner, Lord Mayor of Liverpool,
The Rt. Hon. J. E. Rayner, Lord Mayor of Liverpool,	The Rt. Hon. W. H. Bowater, Lord Mayor of Birmingham,
The Rt. Hon. W. H. Bowater, Lord Mayor of Birmingham,	The Rt. Hon. James Taggart, Lord Provost of Aberdeen,
The Rt. Hon. James Taggart, Lord Provost of Aberdeen,	The Rt. Hon. Crawford McCullagh, Lord Mayor of Belfast.


All Subscriptions will be published in this paper, and you are requested to send yours to any Office of THE CHARTERED BANK OF INDIA, AUSTRALIA and CHINA, and mark it "KHAKI PRISONERS' FUND". The Subscriptions will also be duly acknowledged in the Magazine and various Newspapers in England from time to time.

TO LET	TO LET
<b>TO LET.</b> <b>NO. 9, QUEEN'S GARDENS, 1st April.</b> <b>NO. 8, STEWART TERRACE, Peak 1st May; Furnished or unfurnished.</b> <b>Apply to—</b> <b>DEWISON, RAM &amp; GIBBS.</b> <b>Hongkong, March 20, 1915. 211</b>	<b>TO LET.</b> <b>FROM 1st July, SEVEN ROOM HOUSE, furnished, garden and tennis court; two Bathrooms, Splendid Harbour View, moderate rent. Apply Gate House, Telephone 1514, 2, Pedder Street.</b> <b>Hongkong, July 1, 1915. 572</b>
<b>TO LET.</b> <b>HOUSES in "TORRES BUILDINGS", Kowloon.</b> <b>Apply to—</b> <b>SPANISH DOMINION PROSECUTOR.</b> <b>Hongkong, June 3, 1915. 37</b>	<b>TO LET.</b> <b>ON the Upper Levels, LARGE AIRY ROOM facing the harbour. Vacant from 1st July. Use of tennis court. Apply to—</b> <b>"X.Y.Z."</b> <b>C/o 'CHINA MAIL' Office.</b> <b>Hongkong, June 2, 1915. 42</b>
<b>TO LET.</b> <b>A HOUSE in Kowloon Terrace.</b> <b>THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.</b> <b>Hongkong, Dec. 3, 1914. 125</b>	<b>TO LET.</b> <b>FURNISHED, including a splendid Piano, "FAIR VIEW" No. 3, Robinson Road, containing 6 rooms with ample Servants Quarters.</b> <b>Apply to—</b> <b>DAVID SASSOON &amp; Co., Ltd.</b> <b>Hongkong, June 1, 1915. 479</b>
<b>TO LET.</b> <b>"LA HACIENDA" E. No. 74 Mount Kellet Road.</b> <b>Apply to—</b> <b>CHATER &amp; MODY,</b> <b>5, Queen's Road Central.</b> <b>Hongkong, May 17, 1915. 440</b>	<b>TO LET—1st July.</b> <b>NORMAN COTTAGE, No. 2, Peak Road, 4 good rooms.</b> <b>Apply—</b> <b>PENNY SMITH, BETH &amp; FLEMING,</b> <b>5, Queen's Road Central.</b> <b>Hongkong, June 22, 1915. 536</b>
<b>QUEEN'S BUILDING.</b> <b>TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the General Post Office.</b> <b>GODOWNS, No. 1 Lee House Street.</b> <b>OFFICES facing the Harbour, between HONGKONG and POST OFFICE.</b> <b>Apply to—</b> <b>THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.</b> <b>Hongkong, Feb. 11, 1915.</b>	<b>TO LET.</b> <b>FOUR ROOMED FLATS in Hanoi Road, Kowloon and MAY ROAD, Kowloon, with possession on or about 15th August; new English baths, kitchen ranges, hot and cold water, Electric light. First class modern appointments throughout including water carriage system.</b> <b>PENTYHEW, Morden Row, Kowloon, 6 Rooms House with Tennis Court.</b> <b>2 &amp; 3, MINDEN VILLAS, Kowloon, 5 Rooms House with Tennis Court.</b> <b>FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.</b> <b>FLATS in Nathan Road, Kowloon.</b> <b>Apply to—</b> <b>HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.</b> <b>Alexandra Building.</b> <b>Hongkong, June 5, 1915.</b>
<b>TO LET.</b> <b>HOUSES in CLIFTON GARDENS, Godowans New Frags, Kennedy Town.</b> <b>GODOWNS, 11, Waiwan, 58, The Peak, THE RETREAT, 21, WONGWAIKONG ROAD.</b> <b>Apply to—</b> <b>HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.</b> <b>Hongkong, April 1, 1915. 248</b>	<b>TO LET.</b> <b>THE ALEXANDRA CAFE cannot be overpraised; it is Equipped for Dinner, Lunch, and Supper. Apply to the Manager.</b>



**WATSON'S**  
**OLD BROWN BRANDY**

THE  
REG. O. MY HEART



**A. S. WATSON & CO., LTD.**  
HONGKONG.

**WM. Powell LTD.**

STRONG, DURABLE  
and ARTISTIC

**BABY CARRIAGES**

in  
Wood and Cane  
with  
upholstery to match.

**FOLDING CARRIAGES.**

**WM. POWELL, LTD.**

**THE DIARY.**

General Memoranda.

FRIDAY, July 9 —

4 p.m. to 7 p.m. — Snowball Bag Sale in  
Government House Grounds.

MONDAY, July 12 —

Noon. — Chamber of Commerce Extraordinary Meeting.

WEDNESDAY, July 14 —

Taking of the Dues (1783).

**THE EDWARD DISPENSARY**

**C. KAMMING & Co.,**  
Chemists and Druggists.

**GREAT REDUCTIONS IN PRICES**

PRESCRIPTIONS ACCURATELY  
FILLED

Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG

How long, July 27, 1915.

devastation of those departments in France invaded by the enemy, more especially at Nomeny, Lunéville, Gerbaville and Sermance, only a partial account has been given in the Reports of the Commission of Inquiry.

The "Journal de Genes," referring to these Reports, calls attention to the "purposely scrupulous care" that was taken to avoid any statement of facts not proved according to strictly legal proceeding. The horrors perpetrated upon civilians in the Belgian towns of Louvain, Andenne, Termonde, Aerschot and Dinant, last August, are still fresh in everyone's mind. A short time ago, on the Flanders front, at Drie-Graetler, some German officers had many Belgian soldiers shot, under pretence of avenging the loss of centres killed during battle. There is a photograph showing a French soldier, wounded in the fighting at Bois-Janne Brille, in Champagne, where there were troops of the Prussian guard; the barrel of a gun had been thrust through his head in such a way as to cause the skull to burst open. These acts of barbarity are rightly termed "hellish and shameful deeds" by the German Colonel Mertens, in his diary of the war, which the Russians obtained possession of by chance.

Not for nothing are Germans soldiers of all ranks termed "barbarians," "Huns" and "Vandals." Such terms are very applicable to them and there is only one other term that is even more appropriate to them, and which by their actions they well deserve, namely, the term that sums them up best of all — murderers of women and children.

#### THE LATE PRIVATE F. M. SOARES.

Requiem Mass for the late Private F. M. Soares, killed in France on April 1st, the first local Volunteer to fall in the war, was held yesterday. Rev. Father Galand officiated, assisted by two priests of the Italian Mission. All the clergy were present, assisted by the Right Rev. Bishop Pozzani, who afterwards blessed the catafalque. The mass was offered by the members of the Catholic Union and some friends.

The mass was sung by the St. Joseph's College Choir and the clergy, with Mr. Baptista as organist. Chopin's funeral march was played by the Sociedade Philharmonica orchestra, under Prof. Gonzales. Among those present were: Lt.-Col. Chapman, commanding the H.K. Volunteer Corps, Capt. Stewart, Adjutant, Capt. Lammer, Lieut. Crowther Smith, Officer Commanding Machine Gun Co., Right Section, Lieut. Norington, H.K.V.C. and about eighty non-commissioned officers and men of the H.K.V.C., the Signalling Section of the H.K.V.C., the Portuguese Platoon of the Police Reserve, about ninety in number, under Inspector Leo d'Almada e Castro, the Boy Scouts under Scoutmaster Edwards. The parents and relatives of the deceased occupied the front seat. Mr. A. F. Silva Netto, President of the Club Lusitano, Mr. A. G. da Rocha, President of the Lusitano Recreation Club, and members of the other Portuguese Clubs in the Colony; the Christian Brothers and boys of the St. Joseph's College were also present. The Portuguese community was very well represented.

The Union Jack, with the helmet and side arms of the Hongkong Volunteers, were placed on the catafalque, while the photograph of the deceased was draped with the Corps flag.

Pte. Soares left Hongkong on the troopship "Delta" with the Hongkong contingent on the 6th December last, together with three other Portuguese.

Lord Broke, the eldest son of the Earl of Warwick, will be in command of the Imperial Infantry Brigade from Canada.

Mr. Charles Denby, formerly U.S. Consul at Shanghai, arrived here from Peking last week. Mr. Denby has resigned his Consular service since the outbreak of war, when he was American Consul General in Vienna.

Admiral von Usedom, who commanded the German cruiser *Hertha* in the Far East, and took part in the relief of Peking, has been entrusted, according to the *Berliner Tageblatt*, with the command in the defence of the Dardanelles. Admiral von Usedom, who is now known as Usedom Pasha, served in the German Navy from 1871 until 1907.

#### NEWS OF THE DAY.

##### LOCAL AND GENERAL.

Mr. A. C. Loth has joined Scouts Company (No. 3 Section), H.K.V.C.

A Chinese cuisinier in the water police has been sent to the Government Civil Hospital in consequence of injuries received on No. 3 police launch during a squall.

Owing to the inclemency of the weather Messrs. Hughes and Hough's sale of furniture, etc., which was to have been held to-day, is postponed until to-morrow at 11 a.m.

Fourteen cases of plague were reported in the Colony last week, all Chinese, 13 being fatal. There were two cases of diphtheria, three of enteric (one fatal), one of purpural fever, and one of smallpox (fatal), all Chinese and Indian.

Pte. W. Prier, of the 3rd (Res.) East Kent Regiment, who was formerly with Messrs. Whiteaway, Laidlaw and Co., Kuala Lumpur, was wounded by shrapnel in France, and in mail week was in hospital, though he expected to be leaving very shortly.

Fines of \$5, \$3, \$3 and \$2 were imposed on four Chinese by Commander Backwith, at the Marine Court to-day for mooring in a prohibited place in Yau-mai Bay on Saturday. A boatman of a licensed junk was fined \$10 for mooring during prohibited hours.

Commander Houtrook, V.C., who took Submarine B11 under the mines of the Dardanelles, has written to a resident of Kent thanking him for sending an artistic steel horsehoe mounted on an oak shield. The Commander remarks: "It is now reposing on the bulkhead of B11."

The case in which Constable Cootie is summoned for assaulting another English constable is down for hearing at the Magistrate on Thursday before Mr. Wood. Mr. P. J. J. Wodehouse, Deputy Captain Superintendent of Police, appears for the police and Mr. F. B. L. Bowley for the defence.

Negotiations are now proceeding between Mr. F. Aglen, Inspector-General of the Chinese Maritime Customs, and the Japanese Legation concerning the Maritime Customs at Tsingtao and promises to be settled shortly. There will be no material change from the Agreement signed when the port was leased to Germany.

We learn that Mr. Tom Gunn, the celebrated Chinese aviator, is due here in about a week's time by the s.s. "Manchuria" from Manila and that he intends to give exhibition flights in the Colony, the proceeds of which will be handed over to the Overseas Aircraft Fund or some other patriotic war fund.

The extradition case against Hang Shiu Lun was proceeded with at the Magistrate this afternoon before Mr. J. R. Wood, when the examination of the defendant was continued by Mr. G. R. Hall Brerton. Defendant said he left Sui To Chuk with between 500 and 600 people. Some crackers were fired.

The German Crown Princess, as it is stated in Paris, is about to separate from the Crown Prince and is going to Russia at the instigation of her mother, the Grand Duchess Anastasia. There have lately been rumours of scandal at the Berlin Court, and this may be the cause of the suggested separation. The marriage of the Crown Prince and the then Duchess of Mecklenburg took place in Berlin on June 6, 1905. There are four children—all sons.

A Japanese was charged before Mr. Wood at the Magistrate this morning with assaulting a Chinese boat woman, who appeared with her head bandaged. The woman said that after rowing defendant out to a steamer, he kept her waiting four hours, and assaulted her when she followed him to get her money. The Japanese said he engaged the boat for the day for 30 cents, and the woman received her injuries through being pushed by one of the crew against the side of the boat. Defendant was fined \$10 or 14 days' imprisonment.

At the quarterly meeting of Grand Lodge, London, which was to be held on June 2, the following resolution was "to be submitted on behalf of the Board of General Purposes by its President (Mr. Alfred F. Robbins): 'That in order to prevent the peace and harmony of the craft being disturbed it is necessary that all brethren of Austrian, German, Hungarian, or Turkish birth should be required to abstain from attendance at Grand Lodge; or Provincial Grand Lodge; or any private Lodge; or any Masonic meeting during the continuance of the war.'

News has been received in Singapore of the death on May 4 from pneumonia at the front of Mr. William Bell, formerly of Penang, who was one of those who went home with the first Straits contingent. Deceased joined the Dorset Regiment and went to France on Jan. 14 and was in the trenches on Feb. 14. He was a fine well-conducted young fellow and leaves many friends and some relatives to mourn his loss in Singapore. He had been out here a year and was formerly in Ceylon where he was a keen member of the Ceylon Planters Rifle Corps.

#### PRISONERS IN GERMANY.

LIST OF SUBSCRIBERS TO THE "KHAKI" MAGAZINE PRISONERS' FUND DURING THE MONTH OF JUNE 1915.

Mr. Wm. Dickson	\$10
Mr. W. J. Hodge	10
Mr. J. Macdonald	10
Mr. H. Murray Bain	10
Mrs. E. Murray Bain	10
Already acknowledged	\$50
	\$110

In again making an appeal to the public of Hongkong for funds for this most deserving cause we think we cannot do better than quote the telegram received through Reuter's Agency, and published in these columns a few days ago, to ensure a generous response. The wire reads:

LONDON, June 29.

A telegram from Amsterdam states that in exchange for 200 Germans, British invalided prisoners numbering 300 officers and men of the R.A.M.C., have arrived in Holland from Germany en route to England. Those not wounded described the German prison conditions as "rotten," and stated that the prisoners were practically living on parcels sent from home. But the spirit of the prisoners was fine. They often tear down the German bulletins and sing "God Save the King."

If further proof were needed of the fact that British prisoners in Germany are not only deprived of the ordinary comforts of life but in many cases are actually kept short of necessary food and clothing, it is to be found in the letters which have reached England from the men themselves and been published in the Home Press.

As we have said before official organisation has been arranged at Home to carry parcels to the British prisoners in Germany, and means have been taken, as far as possible, to ensure that the parcels shall reach the troops. The publishers of "Khaki," a philanthropic magazine established to supply home information to Territorials abroad, has undertaken the distribution of relief, as will be seen on perusing the particulars given in the announcement published on page 3.

Subscriptions may be sent to the Chartered Bank who will publish a list of subscribers in these columns from time to time.

#### AN EARLY MORNING FIRE.

The whole of a two-storey Chinese shop and dwelling-house, No. 108 Queen's Road East, was burnt out by fire between 4 and 5 o'clock this morning, but owing to the efforts of the Fire Brigade, under Mr. Lane, the fire was got under way in an hour's time and stopped from spreading, an adjoining shop being slightly damaged by fire. There were no personal injuries. The fire from Central Station was suggested by appliances from No. 2 station. The premises were occupied as a tailor's shop and the damages are reported to amount to \$5,000.

#### HONGKONG POLICE RESERVE.

PARADES.  
(Central Police Station).  
Tuesday, July 6th. — No. 1 British and Indian Platoons, without arms, 5.30 p.m. No. 2 British will parade at the Water Police Station, and not at Central.

Wednesday, July 7th. — Nos. 1 and 2 Chinese Platoons.  
Thursday, July 8th. — Nos. 3 and 4 Portuguese Platoons.

Until otherwise ordered, all recruits of the No. 1 British, the Portuguese and Indian Platoons will parade every Wednesday at 5.30 p.m. at the Central Police Station under Crown Sergeant C. M. S. Alves. This parade is not optional. Commanders of the Platoons concerned will at once send to Sgt. Alves the names of their recruits and will warn them to attend.

Also, until otherwise ordered, all recruits of the Chinese Company, and men of the Chinese Platoons who are backward in their drill, will parade on Mondays and Fridays of each week at 5.30 p.m. at the Central Police Station under Crown-Sergeants Mow Fung and J. M. Wong. Commanders of Chinese Platoons will send to Crown-Sergeant Mow Fung names of their men who require extra drill, and will warn them to attend.

His Excellency General Kelly will inspect the Police Reserve during the week commencing July 12th. All members will therefore attend a combined parade at the Central Police Station on Friday next, July 9th, at 5.30 p.m. Uniform must be worn by all ranks. Leave of absence from this parade and from the inspection must be obtained in writing from the Chief Inspector only. Any other parade ordered for July 9th is hereby cancelled.

(Sgt.) F. C. Jones.  
D. S. P. (Reserve).

#### CAUSES AND CURE FOR DIARRHOEA.

OVERHEATING, a change in the temperature, unripe fruit, and impure water are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures these blue-bellied troubles promptly. For all Colic, Cholera and Diarrhoea.

#### CIGARETTE AND TOBACCO FUND.

Amount acknowledged to 19th June 1915

Miss B. Walker's List Continued:	\$323.61
Murdon	\$ 5.00
Edith	2.00
Edith	2.00
Stoney Broke, G.U.S.	3.00
T.A.H.	3.00
Sundry sums	1.10
	13.10
Mrs. H. A. Schmidt	5.00
Sir Robert Ho Tung	30.00
Lady Ho Tung	20.00
Mr. P. Jacks Further Contribution	10.00
Mrs. P. Jacks Further Contribution	10.00
Mr. W. H. Carroll	10.00
Mr. F. G. Becks Contribution for the month of June	15.00
Mrs. McFarlane Further Contribution	10.00
Mr. C. J. Pirie Further Contribution	5.00
Sargent Hughes	1.00
Rev. P. Pezack	5.00
	\$347.71
Amount expended	\$308.73
Balance in hand	\$ 38.98

The Subscribers will be glad to hear that a further consignment has been ordered which makes the total to date of—  
1,105,000 Cigarettes and  
3,106 Lbs. of Tobacco.

Several acknowledgements have been received from the Front and in the Trenches. I give only a couple of extracts to show how the goods are appreciated.

Deron Regt.  
France.  
30/5/15.

Received on behalf of the men in the Platoon the generous gift from Hongkong of Cigarettes and Tobacco and with many thanks, it really is very kind of you as much as you are doing in this great war, but I can assure you we are, and will continue to do—anything in our power to crush the vast enemy we are opposed to. We came out of the trenches last night and were pretty short of a smoke and it was a God's send when we received the packages, which I can assure you we greatly appreciate and we unite in thanking the generous donors.

B. Expeditionary Force.  
30/5/15.

I am writing to say how pleased we were to receive your tobacco and cigarettes today. We all join in thanking you for the gift, as at present tobacco is very hard to get your gift was very much appreciated. We are all doing our Country's duty here and am giving the Germans a hot time of it. Things are much better now, especially now that the weather is fine. We have been out here for sometime now and can tell many a thrilling tale about the war. Now I must conclude, wishing you all the best of health.

Thanking you again for your kind gift.  
Geo. J. B. Sayer.  
Hon. Secretary & Treasurer.

#### POULTRY STALL OWNER FINED.

Before Mr. Lindell at the police court this morning, the proprietor of a poultry stall was charged with failing to provide two crates containing chickens with troughs of water. Mr. W. E. L. Shenton, of Messrs. Deacon, Lockyer, Deacon and Henson appeared for the defendant. Evidence was given by the overseer of the market, Mr. Johannsen, that on June 23 he saw 15 crates of which two were not provided with water.

Mr. Shenton told his Worship that the man had been brought before the Colonial Veterinary Surgeon and warned in connection with the same offence.

Defendant said he was at the stall all day but did not remember the overseer coming. The fowl remembered Mr. Johannsen coming and pointing out the two crates, but he thought he was serving the water was dirty, and said he was too busy to attend to it then.

A fine of \$5 was imposed, a stay of execution being granted.

#### TRAFFICKING IN OPIUM.

A Chinese was fined \$200 or two months' hard labour at the Magistrate this morning by Mr. J. R. Wood, for having 63 lbs. of opium in his possession and \$50 or one month for attempting to take it out of the Colony. Another Chinese was fined \$50 and \$15 on similar counts, and a third \$200 and \$50 or three months' imprisonment.

#### OBITUARY.

MR. L. H. R. BARR.

We regret to announce, says the "N. C. Daily News," the death of Mr. L. H. R. Barr, of H. M. Consular Service. The deceased left Shanghai on the 25th ult. for Peking and the news of his death was telegraphed by Mr. Mow, District Officer at Weihaiwei. Born in 1874, the deceased was appointed a student interpreter in China in 1890, and received the China medal and clasp for the Defence of the Leijiang in 1900.

He was Acting Consul at Amoy in 1904 and at Ningpo in 1908, and Acting Vice-Consul there in 1908, 1909 and 1910. During these years he was also in charge of the Consulate at Hongkong. In January, 1910, he was promoted to be a 1st Class Assistant, and in that and the following year was Acting Consul at Chefoo. In the latter year he was transferred to Tientsin where he remained as Acting Vice-Consul till 1912, when he was promoted to the rank of Acting Consul General. He left Tientsin in 1913. On May 8, 1914, he was called to the Bar at the Middle Temple.

Mrs. Barr was with her husband at the time of his death and the deepest sympathy will be felt for her in her sad loss.

#### THE SINKING OF H.M.S. TRIUMPH.

ENEMY VESSEL'S ESCAPE.

At 11.30 last night (May 2nd) the Secretary of the Admiralty issued the following statement: ("Daily Telegraph.")

"While operating yesterday in support of the Australian and New Zealand forces on shore on the Gallipoli Peninsula, His Majesty's ship *Triumph* (Captain Maurice Fitzmaurice, R.N.), was torpedoed by a submarine, and sank shortly afterwards. The majority of the officers and men are reported as saved, including the captain and commander. The submarine was chased by the destroyers and patrolling small craft until dark."

Captain Maurice S. Fitzmaurice was promoted in June, 1914, and in the following August took over the command of the lost battleship. In 1893, when a lieutenant in the *Blanche*, he landed with the Naval Brigade at Vitt, East Africa, to punish a robber chief for piracy. The strongholds at Umwani and Jougani were stormed with great gallantry, and Lieutenant Fitzmaurice was wounded and mentioned in despatches. He received the General Africa medal. Later on he served as flag lieutenant to Rear-Admiral F. G. D. Bedford, and took part in the punitive operations in Gambia in 1894, being again mentioned in despatches. As gunnery lieutenant of the *Doris*, he served on the Cape station during the Boer War. He was appointed Assistant Director of Naval Intelligence in 1910, and two years later became attached to the Intelligence Division of the Admiralty War Staff.

His Majesty's ship *Triumph* was a battleship of 11,933 tons, launched in 1903 by Messrs. Vickers. She and her sister ship, the *Swiftsure*, were built to the order of the Chimeri Government, but both vessels were purchased in 1904 by Great Britain for £240,000 each. The *Triumph* was 458ft. in length, 74ft. in beam, and had engines of 12,500 horsepower. On trial she made a speed of 20.17 knots. The armament consisted of her 10in., fourteen 7.5in., fourteen 14-pounder, and four smaller guns, with two torpedo tubes. A complement of 700 officers and men was carried.

The last battleship was first commissioned at Chatham in June, 1904, for service in the Channel Fleet. Five years later she relieved the *Goliath* on the Mediterranean station. In May, 1912, she was withdrawn and reduced to Third Fleet status at the Nore.

#### HONGKONG DESCRIBED.

At Hongkong, says a writer in a Southern contemporary, describing his experiences en route to Japan, the examination of all passengers, arriving or departing, is a much more formal business than in Singapore. Even through passengers must go ashore and report themselves at the Provost Marshal's office. Although passports are not required in Japan, nearly everybody on board seemed to have one and this saved a lot of trouble at the Provost Marshal's office. Hongkong is a clean city containing finer buildings and more good shops than Singapore. Even on the island there are some well kept and picturesque roads, suitable for short excursions by motor car. Mr. Claud Severn, who is looking remarkably well and as cheerful as ever, lives in a beautiful house on the Peak from which there is a magnificent view of this harbour and mainland. In Hongkong the officials have to find their own house accommodation. Rents are very high. In days gone by it was estimated that people in Hongkong had to spend one-sixth of their salaries in rent. When municipal taxation is added to this, the proportion now-a-days must be considerably more if a really comfortable detached house is required.

Tea at the Hongkong Hotel is an interesting function. A small conference containing about eight or ten different teas, in time, is wheeled up to each table in the lounge. The visitor selects his or her particular brand and the actual tea making is done in front of the person ordering it. The money changers who come on board at Hongkong and offer Shanghai money for the next port are people to be avoided. They offer a variety of silver coins which is apparently good Chinese money. So it is in certain provinces, but not necessarily in Shanghai.

Hongkong is more American than Singapore. The Pacific steamers call there. It is still a popular destination that all travelling Americans are millionaires. Many of them make an effort to live up to this fiction. The Britisher feels this in the atmosphere of the clubs, shops, and hotels. The *Empress of Russia*, which I heard an American describe as the finest passenger ship afloat, has not yet called at Hongkong in April. All branches of the military are more in evidence at Hongkong than in Singapore, and there always seemed to be a plenty of American blue-jackets about the docks. They are the leading industry of the island.



## BY TELEGRAPH.

## THE PROGRESS OF THE WAR.

## BRITISH CARGO VESSEL SHELLED.

12 OF THE CREW KILLED:  
8 WOUNDED.

## GERMANS BADLY BEATEN IN THE BATTLE OF ARRAS.

## ITALIANS SUCCESSFULLY REPULSING AUSTRIAN COUNTER-ATTACKS.

(Reuter's Service to the China Mail.)

## BRITISH CARGO VESSEL SHELLED.

12 OF THE CREW KILLED: 8 WOUNDED.

LONDON, July 5.  
The British 5,000 ton cargo vessel "Anglo-Californian" has arrived at Queenstown and reported that she was shelled by a submarine. Twelve of the crew were killed, including the captain, and eight wounded.

## THE BATTLE OF ARRAS.

GERMANS BEING BADLY DEFEATED.

LONDON, July 5, 5.10 p.m.  
A telegram from Paris states that the Germans are suffering terribly in the battle of Arras. Yesterday night they launched two violent artillery preparations. First, there was an infantry attack which was stifled at birth, the other being against our positions before Souchez, which was completely defeated. The Germans left their trenches several times armed with grenades and petards, but were forced back, leaving many corpses.

The enemy attack at The Labyrinth was immediately stopped by our gun fire. The Germans assumed the offensive yesterday afternoon and yesterday evening in the region of Port au Moussin. From Fey-enhaye to Mosella over a front of five kilometres the enemy got a footing after an extremely violent bombardment.

Their old lines had been previously captured by us along with a kilometre on the west part of the Bois le Pretre. Yet despite the terrific nature of the attack we were unable to get beyond these lines.

The German attack on the Heights of the Eleuth was defeated with very heavy losses.

## THE FIGHTING IN THE TYROL.

## ITALIANS SUCCESSFULLY REPULSING DESPERATE COUNTER-ATTACKS.

LONDON, July 5, 12.45 p.m.  
A telegram from Rome states that the features of the operations over the entire Front is the successful repulse and the increasingly desperate Austrian counter-attacks. The Italian heavy guns continue to smash Malborghetto, doing special damage yesterday at Fort Hensel. The Austrian counter-attacks were supported by fierce artillery preparation.

A communique says: This was particularly intense in the Carnia region, being accompanied by machine gun fire. Then the Austrian infantry endeavoured to retake the positions we had captured, but their counter-attack was completely defeated with heavy loss. The Italians also took 500 prisoners and 2 guns, large quantities of rifles and ammunition, machine guns and material. The Italians throughout, after repulsing the counter-attacks, gained some ground. Prisoners say that the losses from the Italian guns recently were most heavy.

## NAVAL INVENTIONS BOARD.

LONDON, July 4.  
A naval inventions board is being formed to assist the Admiralty in relation to the requirements for naval service. Lord Fisher has been appointed Chairman of the Board.

## A GERMAN LINER'S CARGO.

Great Haul Of War Material.

LONDON, July 5.  
It is announced at Rome that the cargo of the German liner *Bayern*, which has been interned at Naples since the outbreak of the war, has been found to consist of:  
500,000 rounds, 100,000 rifles, 200,000 cases of ammunition, 2 hangars with two biplanes fitted with wireless, and Maxims, 1,000 aeroplane bombs, 14 field guns, hundreds of tons of cement, two complete wireless stations, important military documents were found hidden in the hold.

## FIERCE FIGHTING IN POLAND AND GALICIA.

LONDON, July 5.

A Petrograd communique states:—  
A Russian local attack in the direction of Radom captured the trenches of several Austrian battalions.

Pierce fighting took place on the 2nd and 3rd inst. between the Vistula and the Bug rivers, and the enemy's offensive on the Wyznec stream was successfully stopped.

The enemy's attempts to advance in the direction of Zamost and Krassow, in the district where the river Volitz joins the Vistula, ceased desperate fighting on the 2nd and 3rd inst. in which the enemy lost very heavily.

The Russian rearwards having held up the enemy's offensive on the Gullapa river, retired on the night of the 3rd inst. to Zolotaiapa.

## THE FRENCH IN GALLIOLI.

General Gouraud's Stirling Order.

LONDON, July 5.  
On the eve of the French general attack in Gallipoli, on June 4th, General Gouraud stirred the enthusiasm of his troops with the order: "The moment has come to assault the Turkish lines in conjunction with our British comrades. Not an inch of the conquered ground must be abandoned. Soldiers, in advancing you must remember that you are still fighting your faithful enemy Germany, who has stirred up against us the Turks who were formerly our friends. Therefore you should show mercy to the Turks who surrender."

## BY TELEGRAPH.

## GERMAN BOMBING STORY.

LONDON, July 4.  
Reuter's correspondent at Amsterdam telegraphs that a German communique states that aircraft dropped bombs on the Land Guard fort at Harwich, and also upon a British flotilla of destroyers.

## GERMAN SUBMARINE RAISED.

LONDON, July 4.  
The *Amsterdam Telegraph* says U 30 has been raised. Only one of the crew was found to be dead after thirty-six hours' submersion.

## GERMAN BATTLESHIP "DEUTSCHLAND" BLOWN UP.

The *Deutschland*, in the recent Baltic engagement, was leading a German squadron at the entrance to Danzig harbour when she was blown up.

(The *Deutschland* class are pre-Dreadnought battleships of 19,200 tons displacement, constructed from 1903 to 1905. They are armed with four 11 in. and fourteen 5 in. guns, and have a speed of 18 knots.)

## ENEMY SUBMARINE RAMMED.

A Russian destroyer rammed a submarine which was attempting to approach the Russian warships. The submarine was not seen again. The damage to the destroyer was insignificant.

## SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, May 27.

OLD BOB FERGUSON.

Many golfers in the East have played at Musselburgh, and all who have been on the links have known Bob Ferguson, the veteran who has not passed away in the fullness of years. In his hey day he was well nigh invincible. In the sixties he played six matches over Leith and Musselburgh against old Tom Morris, and won them all; afterwards he was beaten by young Tom at Musselburgh by one hole. Another important match was when he and young Tom, representing Scotland, beat Bob Kirk and John Allan, who represented England. In 1880 he won the first of his three successive Open Championship, which were gained on each of the three courses then on the scene—St. Andrews, Musselburgh, and Prestwick. His initial title being on his home green. In 1883 he just missed scoring his fourth victory, losing to Willie Fernie after a tie. One of the noted events in which he figured in the seventies was his endurance. With Mr. W. G. Dixon, who was notorious for similar freaks of golfing pedestrianism, he played sixteen rounds of Musselburgh course, beginning at six o'clock in the morning and finishing exactly thirteen hours later, with brief intervals for refreshment. He won on the day's play, and it is recorded that he received just £3.

## GOLF IN THE KITCHEN.

Rifles stacked in South Street, soldiers everywhere, and not a red jacket on the links; hanging about the house of the Royal and Ancient, a group of selected caddies; in the neighbourhood of the makers' shops a quite extraordinary calm, writes a visitor to St. Andrews. Hopeful animation among the caddies when two golfers enter the clubhouse; but they emerge, and, unattended, hasten somewhat furtively on to the Links. A caddy's way of waiting for the red jackets that do not come (and some of them will never come again), makes a sweeping movement of his arms as though swinging a club, and following the flight of a ball. Force of habit, merely, for the caddy industry is at a low ebb in St. Andrews these days, and the quickening cry of "Fore!" does not so consistently sound as in the glad days of peace and pleasure when caddies flashed in the sunshine. Under such conditions I renewed acquaintance with St. Andrews. The sensation was almost uncanny. My last visit was made during a Championship, and I recalled how strangely the hotel butman regarded me because my baggage did not include the "sticks." It was clubs, clubs, clubs, during all that strange week. To-day you may perambulate the streets of St. Andrews and never see a club, and in the Links but very few. And in the hotel "smoke-room" the talk is of the heroes of war, never of the heroes of golf. One of the caddies, who dropped an oblique dictum bearing on Zeppelins and the Links. He failed to say why the war should stop "golf." I suggested the possible danger of too near proximity to the Forth. "Onyway," he said, "warships couldn't come into St. Andrews there's over much sand hereabout. Of course there's the Zeppelins; but man, there's no muckle here to destroy the Cathedral and the Castle, but they're broken already; and while I say this, suppose a bomb was dropped on the Links, on the Eden course there'd be caddies due only here in fact, it might be said, and make a fine, new, natural-like bunker, and we could be doing it a wheen mair on the Eden."

## CRICKET.

Edin. Academy, 76; Brunswick, 109, closed.  
Walsley, 46; Glas. High School, 254, closed.  
Merchiston, 160; Franklin, 65 for 7.  
West of Scot., 193; Drumplough, 203, closed.  
Peters, 57; Carlton, 214 for 8.  
Edinburgh, 2-2, closed; Fergallie, 102 for 7.  
Clydesdale, 188; Greenock, 02.  
Polce, 142 closed; Cantha, 32.

## WELL-KNOWN GOLFERS WOUNDED.

Tom Fernie, the Scottish professional golfer, who is a corporal in the Glasgow Highlanders, now at the front, has been wounded in the arm. In a letter to his parents at Troon he says he is getting on well in the base hospital. Fernie won the Scottish professional championship in 1909 and 1910, and represented Scotland against England in 1910, 1912, and 1913.

The interesting announcement is made, says the *Gazette de la Hollande*, that the shares of the Holland-America Line, which were in the hands of the two big German steamship companies, and which represented 20 per cent. of the entire share capital of the Dutch company in question, have come into Dutch hands. The importance of this news hardly needs pointing out. It will be recalled that the British firm of Harland and Wolff originally owned 51 per cent. of the share capital of the Holland-America Line, half of which they subsequently disposed of to the Hamburg, America Line and the Norddeutscher Lloyd, and the other half to the White Star Line and the Atlantic Transport Line. The result of the latest transaction is that the bulk of the line's share capital is now owned in Holland.

## LINER BLOWN UP AT SHEERNESS.

Great Loss of Life.

The Secretary of the Admiralty made the following announcement at 10.10 last night (May 27).  
The H.M. Auxiliary ship *Princess Irene* was accidentally blown up in Sheerness Harbour this morning. So far as is yet known, only one survivor, Stoker David Wills, was picked up. Wills has sustained burns from the explosion.

The following three men belonged to the *Princess Irene* were not on board at the time of the disaster:  
William James Paice, A.B.  
John T. Sutton, Signaller.  
James Thompson, Chief Steward.

Seventy-eight dockyard workmen are reported to have been on board the *Princess Irene* this morning, and must have perished.

Several men belonging to vessels lying close to the *Princess Irene* were wounded by falling splinters.

The steamship *Princess Irene* was one of two large steamers recently completed for the Canadian Pacific Railway Company, and intended for the Pacific Coast trade. The ill-fated steamer was built by Messrs. Denny and Co. at the Dumbarton shipyard, and completed this year. She was of 3,000 gross tons, and was fitted with geared turbines, and had oil-fired boilers.

## TERRIFIC EXPLOSION.

A Sheerness correspondent telegraphs: The Government's auxiliary steamer *Princess Irene* (of the Canadian Pacific Line) was blown up in the Medway, off Port Victoria, yesterday morning. The vessel was undergoing refitting, and a large number of shipwrecks were on board. About 11.15 there was a terrific explosion, followed by high flames and a column of smoke. When this cleared away the vessel had disappeared, only some floating wreckage marking the spot where the vessel had been lying. The explosion shook the town, and the report, which was described as being far louder than that which accompanied the blowing up of the Bulwark, was heard far afield.

Flying debris was scattered for a considerable distance, and a number of men on ships in the vicinity were injured.

One body has been recovered, and has been identified as that of man named Turner, of Luton.

Telegraphing later, the same correspondent says:

The force of the explosion was so great that houses many miles away were shaken. Flames shot up from the vessel to a height of 300 ft. Assistance was immediately rendered from vessels in the vicinity. Some eight shipwrights and riveters were on board. The *Princess Irene* was taken over by the Admiralty a few months after the war commenced on her return from the Pacific, where she was employed as a passenger liner.

WIDESPREAD DAMAGE.  
Our Sheerness correspondent telegraphs: The explosion on the *Princess Irene* was felt with disastrous effect at Sittingbourne, ten miles away. The wind was blowing from the north-east, and the concussion shook nearly every house in the town.

Plate-glass shop fronts were blown in. The cluster of brick buildings combined with the terrific explosion, led everyone to think that a Zeppelin had attacked the town.

In one case a woman fainted from shock. The pupils of the County School for Girls left the building, and were paraded for fire drill. The Sittingbourne fire brigade were paraded in readiness for action. Colleges were shaken down.

At Upchurch, which overlooks the Medway, and is about five miles from the scene of the explosion, the top of the church tower was blown down.

A Maidstone correspondent telegraphs: A remarkable fact is that a great cloud of papers blown into the air from the vessel was carried by the wind ten or twelve miles inland from Chatham and deposited near the village of Maidstone.

Near about villages adjacent to Maidstone, a thick shower of ash, glass, and burning and Teston, some bearing splashes of lead. The explosion was felt all over Maidstone, causing swing doors in business establishments to fly open. (Daily Telegraph.)

Mr Putnam Voeck, the special correspondent at Peking of the "Daily Telegraph," cabling on May 30th, stated:—The energy lately displayed against German interests in China—a subject about which I have frequently telegraphed you—is resulting in the gradual transfer of all the agencies of British companies to British houses, and is greatly crippling the German firms, many of which cannot now survive beyond a year. An extension of this economic warfare to the coasting shipping is imminent, as it is understood that Japan is about to consent to action, identical with that of her ally, prohibiting under penalty of enemy trading. The effect of these measures on Chinese public opinion is evident in many ways. It is not too much to say that German commerce in the P. & O. will by 1916 have received such blows that it will never recover from their effects.

## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE NEW-YORK SENSATION.

LONDON, July 4.  
A Chicago newspaper says that Holt's real name is Erick Muenster. He was born in Germany and disappeared from there after the suspicious death of his wife. He married again.

Mr. J. P. Morgan's condition is favourable.  
(Holt is the man who attempted to assassinate Mrs. J. P. Morgan and who confessed to placing a bomb in the Capitol at Washington.—Ed.)

## NEW BRITISH MINISTER AT SOFIA.

LONDON, July 4.

Mr. H. J. O'Brien, C.B., Counsellor of the Embassy at Petrograd, has been appointed British Minister at Sofia.

The new Minister was Attaché at St. Petersburg, 1892; 2nd. Secretary, Washington, 1895-98; Secretary at British Embassy, Paris, 1900-1906. He had been in the St. Petersburg Embassy since 1906.

## PARTNERSHIP ISSUE.

TROUBLES OF THEATRE PROMOTERS.

In the Summary Court this morning, Mr. Justice Hazland heard the claim by Ng Fai and another against Yuen Wan Kai, as partners in the late World Cinema, Theatre, West Point, for the sum of \$34.

Mr. J. H. Gardiner appeared for the plaintiff, whilst the defendant was represented by Mr. Otto Konz Sinc.

Mr. Gardiner explained that the issue before the Courtship was a partnership one and other actions depended in a way on the finding in the present case. As he had said the question was whether the defendant was a partner in the concern or not, and Mr. Otto Konz Sinc would deny that he was on the defendant's behalf. He (Mr. Gardiner) would produce evidence which, he believed, would convince his Lordship that defendant was a partner. Some time last year the idea was conceived of running a cinematograph theatre at West Point and those who were responsible for that idea selected the premises which were leased by the defendant. There was certain property in the premises, which had belonged to a restaurant which was formerly carried on there, and that property represented a certain value. The defendant was asked to rent the premises, but instead of coming to that arrangement, pure and simple, he decided to accept a lower rent than that which he at first suggested so long as he had an interest in the theatre. The sum of \$600 for effects and the sum of \$200 for "shui money," combined, represented the defendant's interest in the theatre and he might attend the show, superintended the taking of the money and paid his rent out of the proceeds. Now he denied partnership. The books, however, would, on inspection, prove that his holding in the concern was entered there.

The hearing was adjourned.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).

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LOHOM, via USUAL PORTS	SARDINIA	17th July	See Special of Call
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YOKOHAMA	Capt. D. ANGLAY	28th Aug.	Freight and Passengers

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S.S. "TACOMA MARU"	Capt. J. Hamada	Thursday, 15th July at 3 p.m.
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S.S. "KAJO MARU"	Capt. Y. Yamamoto	Monday, 19th July, at Noon.

For TAKOW via SWATOW and AMOY.

S.S. "SOSHU MARU"	Capt. A. Kobayashi	Thursday, 8th July, at 10 a.m.
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## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—subject to change without notice.

Steamer	Displacement	Tons	Speed	Leave Hongkong
NIPPON MARU	11,000	13 knots	Tues., 13th July at 10.30 a.m.	
SHINYO MARU	12,000	14 knots	Tues., 27th July at Noon.	
CHIYO MARU	12,000	14 knots	Tues., 24th Aug. at Noon.	
TENYO MARU	12,000	14 knots	Tues., 14th Sept. at Noon.	

via MANILA, Omitting Shanghai.

First Class to London	£71.10	Return (6 months) £120.
"New York	£51.	£96.10.
"San Francisco	£45.	£88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Santa Cruz, Panama, Callao, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Displacement	Tons	Speed	Sailing
KIYO MARU	17,500	15 knots	Saturday, 10th July at Noon.	

For full particulars as to Passage and Freight apply to—  
K. DCI Acting Agent,  
KING'S BUILDING (Opposite Blake Pier),  
Telephone 291.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSEILLES & LONDON			
via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KAMO MARU, Capt. Shimizu, Tons 18,000 KASHIMA MARU, Capt. Taka, Tons 20,000		THURSDAY, 15th July at Noon. THURSDAY, 29th July, at Noon.
VICTORIA, B.C. & SEAT. via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI & YOKOHAMA	YOKOHAMA MARU, Capt. Kamata, Tons 18,000 SADO MARU, Capt. Asakawa, Tons 12,500		THURSDAY, 8th July at 4 p.m. TUESDAY, 27th July, at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURS. DAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. Takeda, Tons 9,800 HIYACHI MARU, Capt. Tomioka, Tons 13,500		FRIDAY, 16th July at 4 p.m. TUESDAY, 17th August at 11 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU, Capt. Kawahara, Tons 12,500		FRIDAY, 9th July.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU, Capt. Takeda, Tons 13,500 SADAKURA MARU, Capt. Takeda, Tons 12,500		FRIDAY, 16th July at 10 a.m. THURSDAY, 22nd July.
SHANGHAI, MOI & KOBE	SUWA MARU, Capt. Murai, Tons 21,000		TUESDAY, 13th July at 10 a.m.

## PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAMO MARU	18,000 tons	Thursday, 15th July
KASHIMA MARU	20,000 tons	Thursday, 29th July
MISHIMA MARU	16,000 tons	Thursday, 14th August
KASHIMA MARU	20,000 tons	Thursday, 26th August

## FOR AMERICA.

Steamer	Displacement	Leave Hongkong
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
SADO MARU	12,500 tons	Tuesday, 27th July

KURE MOTO, Manager.

## SHIPPING

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
OEBU & ILOILO	SUNGLANG	July 8, at Noon.
MANILA, OEBU & ILOILO	YAN	July 8, at 4 p.m.
SHANGHAI	LIANGCHOW	July 8, at 4 p.m.
SHANGHAI	LOCHOW	July 11, Daylight.
SHANGHAI	SHENGLONG	July 13, at 4 p.m.
MANILA, OEBU & ILOILO	CHINCHU	July 13, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly  
S.S. "LINTIAN" and S.S. "SANTU".

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming," & "Tsun." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tsun."

SHANGHAI LINE. The Twin Screw Steamers "Anhui" and "Chusan" and the s.s. "Kaschow," "Lanchow," "Yichow" and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers hand passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOI & KOBE	KUMSANG	FRIDAY, July 9, Daylight.
HOIHOW & HAIPHONG	LOKSANG	FRIDAY, July 9, at 7 a.m.
WEIHAIWEI & TIENSIN	CHIPSING	SATURDAY, July 10, Daylight.
SANDAKAN, KEMANG & CALUTTA	MAKSANG	SATURDAY, July 10, at Noon.
SINGAPORE, KEMANG & CALUTTA	LAISANG	SATURDAY, July 10, at 3 p.m.
MANILA	YUNGSANG	SATURDAY, July 10, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Yungsang & Kongsang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yoshikiyo, Kumsang, and Sungsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, Tientsin, Delly, Weihaiwei.

Taking Cargo on Through Bills of Lading to Koda, Lahad Dato, Singapore, Tawu, Umpu, Jesselton and Labuan.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., General Managers.  
Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

## YOKOHAMA, KOBE, HONGKONG &amp; RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., Agents.  
Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO CHANGE WITHOUT NOTICE.

## 'SHIRE LINE SERVICE—HOMEWARD.

FOR	STEAMERS	Date of Departure

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to—  
JARDINE, MATHESON & Co., Ltd., Agents.  
Telephone No. 215 Sub Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

## A P O A R LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

## EASTWARD.

S.S. SANGOLA 5,182 tons, Capt. Milne, R.N.R. will be despatched for SHANGHAI, KOBE & MOI on 25th July.

## WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to—  
DAVID BARBOON & CO., LTD. Agents.

## SHIPPING

AMERICAN & MANCHURIAN LINE.  
For NEW YORK via PANAMA.

THE Steamship "WALTON HALL,"  
4,938 tons, will be despatched as above on WEDNESDAY, 7th July.  
For Freight and further particulars apply to—  
THE BANK LINE, LIMITED, General Agents.  
Hongkong, July 2, 1915. 499



STEAM FOR  
STRAITS, COLUMBO, AUSTRALIA,  
BOMBAY, EGYPT, MEDITER-  
RANEAN PORTS, AND  
LONDON.

Through Bills of Lading issued for RATA-  
VIA, PERSIAN GULF, CONTINEN-  
TAL, AMERICAN AND SOUTH  
AFRICAN PORTS.

THE Steamship "SARDINIA," Captain J. T. Jervay, carrying His Majesty's Mails will be despatched from this port on SATURDAY, the 17th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Arongola" from Colombo, East-India, and Yanchow, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. "Kina" due in London about 29th August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—  
K. A. HEWITT, Superintendent,  
Hongkong, July 2, 1915.

## FOR SEATTLE.

THE s.s. "SHIKSEI MARU" will be despatched about the end of July.  
For Freight and particulars, apply to—  
JARDINE, MATHESON & Co., Ltd. Agents.  
Hongkong, July 1, 1915. 573

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.  
FROM SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
AND SHANGHAI.

THE Steamship NIPPON MARU.  
The above named Steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of Cargo from alongside.  
Cargo remaining undelivered on TUESDAY, July 20th, at Noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Goods remaining undelivered on 12th July at 5 p.m. No Fire Insurance whatever will be affected.  
No claims will be recognized after the Goods have left the Steamer or Godown. All chafed and damaged Cargo will be landed into the Godown, where they will be examined on 14th July at 10 a.m. No Claims will be recognized if filed after 10th July, 1915.  
K. DOI, Acting Agent.  
Hongkong, July 5, 1915. 582

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## The Chinese Mail

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A. WILKINSON, Manager, (HONGKONG)







